

**IDAHO FALLS
FAA CONTRACT TOWER**

**SURFACE
INCIDENT
PREVENTION
PLAN**

Surface Incident Prevention Plan IDAHO FALLS MUNICIPAL AIRPORT June 12, 2001

INTRODUCTION

On June 12, 2001, the Idaho Falls (IDA) FAA Contract Tower (FCT) Air Traffic (AT) Runway Safety Representatives (RSR) met with Federal Aviation Administration (FAA) representatives and airport users at the Aeromark Fixed Base Operator (FBO) for an airport awareness/safety meeting. The intent was to increase awareness for the prevention of surface incidents at the Idaho Falls Airport.

Meeting hosts were:

Taleesha Hillman, Idaho Falls FCT, Assistant Manager, AT RSR
Johnny Towery, Idaho Falls FCT, Air Traffic Control Specialist, AT RSR

Present at the meeting were:

Jim K. Greene, ANM 4JG
Don Bringman, ANM 530.3
Colin Hiebert, Boise Hub Manager
John Goostry, Boise FSDO
Bob Clayton, FAA Examiner (local)
IDA Fire Department (Station 3)
Red Baron FBO Employees
Israel Nichols, Red Baron Avcenter Flight Instructor
Rick Hunter, City of Idaho Falls, Airport Maintenance Supervisor
Local area pilots:

Phil Ellison	Doug Jones
E. D. Uldrich	Robert R. Jones
Mike Nitzel	Brad Hays
Lisa and Greg Miller	Sue Smith
Hal Johansen	Tim Egan
Donald H. Sudding	Dick Wagner
Nolan Getsinger	Sandra Storer
Dale Cresap	Jeffrey Swanson
Russ Seager	Jeff Price, IDA FCT
Lew Allen (Corporate Air—CPT)	

The following individuals/organizations were extended an invitation, but were not in attendance:

Joe Poirier, Salt Lake Air Route Traffic Control Center, Sector 8 (ZLC)
Mike Humberd, City of Idaho Falls, Director of Aviation

BACKGROUND

The IDA Surface Incident Prevention Team (SIPT) conducted an on-site evaluation using the SIPT checklist for Control Tower Operations and referencing notes from the previous year's meeting. Finding no discrepancies with the operations currently being conducted at IDA, the RSR's decided to plan an informational agenda for the awareness meeting. The intent was to work as a group to make each participant aware of potential problem areas and to establish prevention plans regarding surface incidents.

FACILITY OVERVIEW

IDA has been an FCT since August, 1996. During that time there has been two pedestrian deviations: 1) 26 August 1999, and 2) 6 August 2000--resulting in runway incursion and one pilot deviation (23 January 2000).

PROCEEDINGS OVERVIEW/FINDINGS

Taleesha Hillman, IDA FCT, welcomed all in attendance and announced meeting agenda.

She explained the purpose of the meeting--awareness and to prevent/reduce runway incursions. The purpose of this meeting is to work as a group to come up with prevention plans regarding runway incursions.

The meeting went as follows:

JIM GREENE (**Powerpoint presentation**)

1. Definition of runway incursion
2. Runway incursion types
 - OE
 - PD
 - V/PD
3. Trends—increases by types
4. Top Incursions Airports—illustrated where IDA ranked
5. Risk Assessment—cited recent incursions according to runway incursion classification.
6. Primary causes of runway incursions
 - a. Breakdown of communications
 - b. Lack of airport familiarity
 - c. Loss of situational awareness both pilot and controller

7. Top Ten Initiatives
 - a. Enhanced operational tower controller training
 - b. Foreign Air Carrier pilot training—education and awareness
 - c. Advisory Circular for Airport Surface Operations
 - d. Airport Markings
 - 1) Hold short lines
 - 2) Beads at hold short lines
 - e. Education, training and awareness for pilots, controllers and vehicle operators
 - f. Memory enhancement tools
 - g. Pilot/Controller phraseology review
 - h. Improved pilot evaluation and testing
 - i. Air traffic teamwork enhancement training
 - j. Technology Assessment
 - 1) AMASS
 - 2) ASDE
 - 3) Safeflight 21 (SF-21)
 - 4) BAA (Broad Agency Announcement)
8. FAA Website available for reference materials
www.faa.gov/runwaysafety
9. Local problems require local solutions—Suggestions?
10. What can you do?
11. Discussed ANM Points of Contact

DON BRINGMAN (Powerpoint presentation)

1. Discussed reporting problems/accuracy
2. Discussed AT responsibilities
3. Goals
 - a. Increase awareness
 - b. Enhance communication
 - c. Improve understanding
 - d. Ensure all participants are trained
 - e. Establish mechanism for capturing lessons learned
4. Training Initiatives of NRSP
 - a. Runway Incursion Prevention Action Plan
 - b. On-going monthly refresher training
 - c. Mandatory training on taxi into position and hold procedures
 - d. Evaluate local/ground control procedures/coordination

5. Why emphasis on runway safety?
 - a. Everyone has potential for loss of life
 - b. Escalating RI/SI's
 - c. What makes it work?
6. What Makes RSP Work
 - a. Ownership/cooperation
 - b. Training/education
 - c. Awareness
 - d. Joint effort from entire aviation community—share the information

JOHN GOOSTRY (Video presentation)

1. Discussed the WINGS program
2. Announced door prize for the answer to the top 3 fatality causes
3. Showed video presentation with four problem scenarios—discussion to follow
 - a. Focused on business
 - b. Say again
 - c. Confused?
 - d. Anxious

BOB CLAYTON

1. Administered airport sign and markings quiz. (Attached)
2. Discussed Olympic Games Flight Restriction information for Salt Lake area (Attached)
3. List of top problems from examiner's point of view
 - a. Pilots being distracted
 - b. Focus more on taxiing on yellow lines
 - c. Pilots calling for taxi instructions on tower frequency because they were told to taxi in on that frequency
 - d. Misunderstanding taxi instructions
 - e. Confusion on east side taxiing to runway 20—Bravo or Charlie?? Suggested the tower specify taxi route to eliminate confusion.

JOHNNY TOWERY

1. Started out by stating how nice it is to work with all those in attendance and thanked them for always being so helpful.

2. Discussed the following topics:
 - a. Inbound for landing at IDA--initial call at 8-15 miles preferred instead of 5 miles for sequencing/planning. Reference: AIM para. 4-3-2a. "Initial call up should be made *about* 15 miles from the airport."
 - b. Practice instrument approaches. When given a reporting point, please give us the report to help with planning/sequencing/spacing. Oftentimes we cannot see you out there on the approach and we don't know where you are until you call or we ask.
 - c. Confusion? If ever in doubt about any ATC instruction--please ask. We will repeat however many times we need to. You will never be criticized for asking or clarifying. We both want to be working "on the same page."

TALEESHA HILLMAN

1. Taleesha discussed the following issues pertinent to IDA and runway incursions:
 - a. Communications/Phraseology
 - 1) Readback hold short instructions, Reference AIM, para. 4-3-18.
 - a) No comments/discussion.
 - 2) Readback runway assignment, Reference AIM, para. 4-3-18.
 - a) No comments/discussion.
 - b. Taxi Routes
 - 1) Taxi during low visibility, Reference AIM 4-3-19.
 - a) Discussed the importance of requested position reports (i.e. reporting Uconn in winter for snowplow removal, mowers, city vehicles, etc.).
 - c. Surface Markings
 - 1) Informational handouts were distributed to those in attendance. Taleesha discussed the different airport signs/markings and their meanings. Discussed exactly where taxiways end and runways begin. Clarified definition of "clear of the runway."
 - a) Pilot Guide to Airport Signs and Markings
 - b) Runway Incursion Prevention Posters
 - c) FAA Aviation News
 - d. Local Procedures
 - 1) Exiting the runway, Reference AIM, para. 4-3-20.
 - 2) Hot spots at IDA were discussed relative to taxi.
 - a) Runway 2, Taxiway Alpha and Intersections joining the two.
 - b) Lack of run-up areas and possible problems
 - c) Aircraft/vehicles coming from east side to west.
 - d) Aircraft/vehicles on west side going to east.
 - e) Approach end of Runway 17 and 20.
2. Taleesha thanked everyone for coming and closed the meeting.
3. Exit survey/questionnaires were distributed at the close of the meeting.

CORRECTIVE ACTIONS

No deficiencies noted.

IMPLEMENTATION

Suggestions and concerns will be taken into consideration and the information passed on to those responsible. IDA FCT will continue to operate with the goal of preventing runway incursions/surface incidents.

Next SIPT Evaluation and Annual Awareness Meeting scheduled for March 2002.